

AMENDMENTS TO THE CLAIMS

1. (Canceled)
2. (Previously Presented) The road vehicle according to claim 4, wherein the strengthening member is mounted within the passenger-carrying compartment of the road vehicle.
3. (Previously Presented) The road vehicle according to claim 4, wherein the strengthening member extends between the front structure of the vehicle and a top frame of the front windscreens.
4. (Previously Presented) A road vehicle comprising at least one strengthening member fixed to a structure of the vehicle and extending in front of the driver's position, wherein the strengthening member is dimensioned so that the strengthening member will not prevent the driver from seeing an object which is at least two meters from the front windscreens, when the driver uses binocular vision and without requiring the driver to move the driver's head, wherein the strengthening member has the form of a triangular prism which has been sheared in a vertical plane or a truncated sheared triangular pyramid.
5. (Previously Presented) The road vehicle according to claim 4, wherein the strengthening member is formed of three first linearly extending structural units extending from the front structure of the vehicle to the top frame of the front windscreens and second linearly extending structural unit joining the three first linearly extending units.
6. (Previously Presented) The road vehicle according to claim 5, wherein the second structural units are not horizontal.
7. (Previously Presented) The road vehicle according to claim 5, wherein the first linearly extending structural units of the strengthening member have a width not exceeding 65 mm.
8. (Previously Presented) The road vehicle according to claim 4, wherein the strengthening member does not contact the front windscreens along the whole length of the strengthening member.

9-15. (Canceled)

16. (Previously Presented) A strengthening member for use in a road vehicle, for fixing to a structure of the vehicle, and for extending in front of the driver's position, the strengthening member being dimensioned so that, when in use, the strengthening member will not prevent the driver from seeing an object which is at least 2 m from the front windscreens, when the driver uses binocular vision and without requiring the driver to move the driver's head, wherein the strengthening member has the form of a triangular prism which has been sheared in a vertical plane or the form of a truncated sheared triangular pyramid.

17. (Canceled)

18. (Previously Presented) A strengthening member for mounting in a vehicle, formed of at least three first linearly extending structural units placed in a triangular arrangement, for extending from the front structure of the vehicle and second linearly extending structural unit joining the at least three first linearly extending units, the second structural units being not horizontal, and wherein the first linearly extending structural units of the strengthening member have a width not exceeding 65 mm, the strengthening member having a connection for fixing the strengthening member to the vehicle, whereby, when mounted in the vehicle, the strengthening member extends obliquely to the vertical direction of the vehicle.

19-21. (Canceled)

22. (Previously presented) The strengthening member according to claim 18, wherein the strengthening member is an a-pillar.

23. (New) A road vehicle comprising at least one strengthening member fixed to a structure of the vehicle and extending in front of the driver's position, wherein the strengthening member is dimensioned so that it will not prevent the driver seeing an object which is at least two metres from the front windscreens, when the driver uses binocular vision and without requiring the driver to move the driver's head, wherein the strengthening member is formed of at least three first linearly extending structural units, extending from the front structure of the vehicle to the top frame of the front windscreens and at least two second linearly extending structural units joining the at least three

first linearly extending units, at least two of the first linearly extending structural units lying substantially in line with the normal position of the driver.